

33 Washington Square North, Salem

According to available evidence, this house was built in 1811 for Joseph White Jr., merchant. The master mason for its construction was Joshua Upham. It stands on the site of a house built c.1661 for Thomas Brockett.

In July, 1810, for \$3500 the empty lot at the corner of Oliver Street and Brown Street (now called Washington Square) was sold to Joseph White Jr., a Salem merchant (ED 190:132)

Joseph White (1780-1816) was born in Salem during the Revolutionary War, in the year 1780. His father was Capt. Henry White (1751-1825) and his mother was Phebe Brown (1757-1840). At Joseph's birth in 1780, Henry White was a privateer commander. In May, 1779, he sailed forth as master of the privateer brigantine *Ranger*, with 12 guns and 20 men, to prey on British supply and merchant vessels. The owners were Joseph Lambert and others, perhaps including Capt. White (p. 249, G.W. Allen's *Mass. Privateers*). Capt. White presumably was successful in his cruises, and took several enemy prizes, as did most Salem privateers. In May, 1782, he cleared Salem in command of the privateer sloop *Banter*, with 8 guns and 50 men; and two months later she was captured in the Straits of Belle Isle (ibid, p. 77). Capt. White and his men were probably imprisoned at Halifax, perhaps for the duration of the war.

After the war, the White family prospered in Salem's East India trade, and Capt. Henry White eventually became a merchant. He and his wife would have a family of five surviving children (out of six): Henry, Joseph, Stephen, Francis, and Mary B. Their second son, Joseph, was named for Henry's father and for Henry's brother, Capt Joseph White (1748-1830), one of Salem's most notable wartime privateers and post-war merchants. In deference to the uncle, young Joseph was always known as Joseph White Jr. Although one of the most important families from the 1780s onward, the Whites have been ignored by historians, and little has been written about them and their exploits.

and opening and dominating new markets, Salem won a high place in the world. Hasket Derby, William Gray, Eben Beckford, and Joseph Peabody were the town's commercial leaders. In 1784, Derby began trade with Russia; and in 1784 and 1785 he dispatched trading vessels to Africa and China, respectively. Voyages to India soon followed, and to the Spice Islands and Pepper Islands (Sumatra, Java, Malaya, etc.). These new markets—and the coffee trade, which would be opened in 1798 with Mocha, Arabia—brought great riches to the merchants, and began to raise the level of wealth throughout the town: new ships were bought and built, more crews were formed with more shipmasters, new shops and stores opened, new partnerships were formed, and new people moved to town. In 1792 Salem's first bank, the Essex Bank, was founded, although it "existed in experiment a long time before it was incorporated," per Rev. William Bentley. From a population of 7921 in 1790, the town would grow by 1500 persons in a decade. At the same time, thanks to the economic policies of Alexander Hamilton, Salem vessels were able to transport foreign cargoes tax-free and essentially to serve as the neutral carrying fleet for both Britain and France, which were at war with each other.

In the late 1790s, there was agitation in Congress to go to war with France, which was at war with England. After Pres. Adams' negotiators were rebuffed by the French leaders in 1797, a quasi-war with France began in summer, 1798, much to the horror of Salem's George Crowninshield family (father and five shipmaster sons), which had an extensive trade with the French, and whose ships and cargos in French ports were susceptible to seizure. The quasi-war brought about a political split within the Salem population. Those who favored England aligned themselves with the national Federalist party, led by Hamilton and Salem's Timothy Pickering (the U.S. Secretary of State). These included most of the merchants, who were eager to go to war with France. They were led locally by the Derby family. Those who favored peace with France (and who admired France for overthrowing the monarchy, even while deploring the excesses of the revolutionaries) were the Anti-Federalists, who later became aligned with Pres. Jefferson and his Democratic-Republican party; they were led locally by the Crowninshields. For the first few years of this rivalry, the Federalists prevailed; but after the death of Hasket "King" Derby in 1799 his family's power weakened.

maintaining trade with the Caribbean and Europe. Salem cargoes were exceedingly valuable, and Salem was a major center for distribution of merchandise throughout New England: “the streets about the wharves were alive with teams loaded with goods for all parts of the country. It was a busy scene with the coming and going of vehicles, some from long distances, for railroads were then unknown and all transportation must be carried on in wagons and drays. In the taverns could be seen teamsters from all quarters sitting around the open fire in the chilly evenings, discussing the news of the day or making merry over potations of New England rum, which Salem manufactured in abundance.” (from Hurd’s *History of Essex County*, 1888, p.65).

The Crowninshields, led by brother Jacob, were especially successful, as their holdings rose from three vessels in 1800 to several in 1803. Their bailiwick, the Derby Street district, seemed almost to be a foreign country: in the stores, parrots chattered and monkeys cavorted, and from the warehouses wafted the exotic aromas of Sumatran spices and Arabian coffees. In the streets were carted all manner of strange fruits and colorful patterned china and piles of gorgeous silks and figured cloths. The greatest of the Salem merchants at this time was William “Billy” Gray, who owned 36 large vessels—15 ships, 7 barks, 13 brigs, 1 schooner—by 1808. Salem was then still a town, and a small one by our standards, with a total population of about 9,500 in 1800. Its politics were fierce, and polarized everything. The two factions attended separate churches, held separate parades, and supported separate schools, military companies, and newspapers. Salem’s merchants resided mainly on two streets: Washington (which ended in a wharf on the Inner Harbor, and, above Essex, had the Town House in the middle) and Essex (particularly between what are now Hawthorne Boulevard and North Street). The East Parish (Derby Street area) was for the seafaring families, shipmasters, sailors, and fishermen. In the 1790s, Federal Street, known as New Street, had more empty lots than fine houses. Chestnut Street did not exist: its site was a meadow. The Common was not yet Washington Square, and was covered with hillocks, small ponds and swamps, utility buildings, and the alms-house. As the 19th century advanced, Salem’s commercial prosperity would sweep almost all of the great downtown houses away (the brick Joshua Ward house, built 1784, is a notable exception).

upper Essex Streets). The architectural style (called "Federal" today) had been developed by the Adam brothers in England and featured fanlight doorways, palladian windows, elongated pilasters and columns, and large windows. It was introduced to New England by Charles Bulfinch in 1790. The State House in Boston was his first institutional composition; and soon Beacon Hill was being built up with handsome residences in the Bulfinch manner.

The self-educated Samuel McIntire (1757-1811) made his living primarily as a wood-carver and carpenter, and was quick to adapt the Bulfinch style to Salem's larger lots. McIntire's first local composition, the Jerathmeel Peirce house (on Federal Street), contrasts with his later Adamesque designs. In place of walls of wood paneling, there now appeared plastered expanses painted in bright colors or covered in bold wallpapers. The Adam style put a premium on handsome casings and carvings of central interior features such door-caps and chimney-pieces (McIntire's specialty). On the exterior, the Adam style included elegant fences; and the houses were often built of brick, with attenuated porticoes and, in the high style, string courses, swagged panels, and even two-story pilasters. The best example of the new style was the Elias Hasket Derby house, co-designed by Bulfinch and McIntire, and built on Essex Street in 1797-8 (demolished in 1815), on the site of today's Town House Square.

A new bank, the Salem Bank, was formed in 1803, and there were two insurance companies and several societies and associations. The fierce politics and commercial rivalries continued. The ferment of the times is captured in the diary of Rev. William Bentley, bachelor minister of Salem's East Church and editor of the *Register* newspaper. His diary is full of the civic and commercial doings of the town, and of the lives and behaviors of all classes of society.

Young Joseph White was bred to the sea, and grew up at the time of Salem's commercial expansion into the markets of India, China, and Sumatra in the Indian Ocean. He probably served an apprenticeship with a merchant and then sailed as an officer on merchant vessels as a teenager. He evidently had command of an East India vessel on at least one voyage. When aged twenty, he sailed for Sumatra, probably late in 1800 or early in 1801, and, at Padang, took

Capt. Stephen Williams, and with a third young son, Frederick), whereupon Capt. White provided him with a house and conducted his commercial business for him. Bessell eventually settled at Beverly, but did not reclaim his two sons, whom, he acknowledged, White had saved “from so unpleasant a fate” as to “have become little better than savages” in Sumatra (in 1813, Capt. White would bring suit against the Bessell estate to be compensated for his troubles; see Book of Executions & Depositions). After Joseph’s death, Rev. William Bentley noted in his diary, “He had the peculiar affections of Mr. Bezel (sic) who had been in office in the Dutch possessions in Batavia, and was brother of the German mathematics professor; has the guardianship of his children.”

After a brief career at sea, Capt. Joseph White Jr. went into business as a merchant, perhaps with his father and brothers and uncle Joseph. They owned trading vessels, and sent out cargoes in their own vessels and others’. Capt. Joseph White Sr., who had no children, took a keen interest in his brother’s sons. He owned two wharves, one just west of Derby Wharf, and one that ran out from the foot of English Street; and on these wharves were shops and warehouses for the goods that the Whites exported and imported.

Joseph White Jr. stayed focused on business and on the pleasures of a wealthy young bachelor. He was a Democrat (Jeffersonian) in politics, and to have been especially interested in Salem’s military activities, in which it was possible to achieve one’s social ambitions. In 1806, he received his first public honor, as one of nine nominees for state representative from Salem on the Republican ticket. Salem’s great prosperity had attracted other ambitious young men to town, including a young Marblehead Harvard graduate, the sometime-poet Joseph Story, who read the law in Salem under Samuel Putnam, became a lawyer, and was soon retained as the Crowninshields’ advocate and political mastermind in their struggle with the Federalist faction, still led by the Derbys. Joseph White Jr. was firmly in the Republican camp, and was one of the three purchasers of the press for the Salem *Register* newspaper, along with Jacob Crowninshield and John Hathorne (see Wm. Bentley’s Diary, 1811).

In 1806 the Derbys extended their wharf far out into the harbor, tripling its

Street. Each had a warehouse or two, and shops for artisans (coopers, block-makers, joiners, etc.). The waterfront between Union Street and Washington Street also had lumber yards and several ship chandleries and distilleries, with a Market House at the foot of Central Street, below the Custom House. The wharves and streets were crowded with shoppers, gawkers, hawkers, sailors, artisans (“mechanics”), storekeepers, and teamsters; and just across the way, on Stage Point along the south bank of the South River, wooden barks and brigs and ships were being built in the shipyards.

Salem’s boom came to an end with a crash in January, 1808, when Jefferson and the Congress imposed an embargo on all shipping in hopes of forestalling war with Britain. The Embargo, which was widely opposed in New England, proved futile and nearly ruinous in Salem, where commerce ceased.

During the Embargo, with business at standstill, Joseph White Jr. turned his attention elsewhere, and he married (intentions filed 2 Jan. 1808) Elizabeth (“Betsy”) Story, 23, “of Marblehead,” at about the same time that his brother Stephen White (1787-1841) married her sister Harriet Story, 21. Their brother Joseph Story was the rising lawyer; and their eldest sister, Mehitable Story (Jr.), married Capt. William Fettyplace of Marblehead in 1804 (the Fettyplaces would eventually settle in Salem on Washington Square). They were the children of Dr. Elisha Story and Mehitable (Pedrick) Story of Marblehead. Their elder half-brother, Capt. William Story (1774-1864) also settled in Salem; and with a few years the widow, Mrs. Mehitable Story, moved from Marblehead to Salem with the rest of her offspring.

In considering where to build a house, the Joseph and Betsy White evidently wished to stay in the east end of town, near their relatives and friends. At that time, Bridge Street was being developed as a boulevard of sorts, with some very large and handsome houses going up, especially in the stretch from Winter Street easterly. Hon. Jacob Crowninshield built a house there, at the corner of Saunders Street, and his brother Benjamin bought a lot nearby, as did Gen. John Fiske. In November, 1808, Joseph White Jr. purchased a lot near those just mentioned, on the northwest side of the street, nearly opposite Pleasant Street (ED 204:42). The

counted himself—for his support of the Embargo, the eminent Billy Gray took his large fleet of ships, fully one-third of Salem's tonnage, and moved to Boston, whose commerce was thereby much augmented. Gray's removal eliminated a huge amount of Salem wealth, shipping, import-export cargoes, and local employment. Gray soon switched from the Federalist party to the Republicans, and was elected Lt. Governor under Gov. Elbridge Gerry, a native of Marblehead.

Joseph White Jr. lost no time in resuming trade; indeed, he may already have begun sending out vessels before the end of the Embargo. On 7 April 1809 the 233-ton ship *Mary & Eliza*, Capt. Joseph Beadle, arrived in Salem with a very valuable cargo of pepper consigned to Joseph White Jr., on which he paid the enormous duties of \$23,185 (Salem Vessels & Voyages, I:35). In May, 1809, the *Mary & Eliza*, which had been built Salem 1803, was registered for foreign trade under Capt. John White, for owners Joseph Jr., Henry, and Stephen White, and the captain (ibid, I:147).

Joseph White Jr. (1781-1816), b. 8 Jan. 1781, s/o Henry White & Phebe Brown, died 5 May 1816. He m. 19 Jan. 1808 Elizabeth (Betsy, Eliza) Story (1784-1865), b. 3 Dec. 1784, d/o Dr. Elisha Story & Mehitabel Pedrick of Marblehead, died Boston 2 Sept. 1865. Known issue (see EIHC 50:310):

- 1. Elizabeth Stone, 27 Aug. 1809, m. 1829 Samuel C. Gray; had issue; died 1 Aug. 1842.*
- 2. Mary Barrow, 27 Mar. 1811, m. 1831 George W. Pratt; had issue.*
- 3. Charlotte Sophia, 23 Dec. 1812, d. 23 Feb. 1813.*
- 4. Charlotte Sophia, 8 Aug. 1814, m. 1834 John T. Sargent; had issue.*

It would appear that the Whites decided that Bridge Street was not the place to build—Jacob Crowninshield, the political leader of their group, had been the first to build there, but he had soon gone to Washington, DC, to serve in Congress, and had died in 1808, after which those who had bought land on Bridge Street lost confidence. Chestnut Street, the Federalist boulevard, progressed with the

1810, Joseph relinquished his captaincy to his brother Stephen White. Joseph had higher military ambitions.

In January, 1810, the brig *Eliza & Mary*, 132 tons burthen, built Boston 1804, was registered for foreign trade under Capt. Samuel Kennedy, for owners Stephen and Joseph Jr. White (ibid I:178).

In June, 1810, for \$9,000 Joseph White Jr., Salem merchant, bought from Timothy Wellman Jr., Salem merchant, a house and land on Charter Street, along with two pieces of land fronting on Essex Street (ED 192:16). The Charter Street house, a very large one, of three stories in height, faced the graveyard of Burying Point (it was torn down in the 1920s, by which time it was known as the Hubon house). It had been built c. 1770 by Capt. Joseph Mottey and had been owned later by Capt. Joseph White (Sr.). It may be that the Whites resided here for about a year.

On 21 July 1810 for \$3500 Joseph White Jr. purchased from baker James Wright of Beverly a piece of land bounded southerly on brown Street, westerly on oliver Street, northerly on land of Scobie, and easterly on Winter Street and on land of Cheever (ED 190:132). It was on this parcel that Joseph White Jr. would have his brick mansion built in the following year, 1811.

The British continued to harass American shipping, even in Salem Bay. In July, 1810, Joseph White Jr.'s ship (co-owned with uncle Joseph White) ship *Alfred*, 250 tons burthen, returning from Sumatra under Capt. Stephen Williams, was intercepted off Cape Ann and boarded by a small British privateer, which allowed her to pass with a full load of pepper, on which were paid duties \$27,760 (ibid, I:140).

In October, 1810, the firm of E. & A. Burbank (Eleazer & Abner Burbank, Salem merchants, and Eli Russell of Maine), and the former firm of Meagher & Burbank (Joseph Meagher & Paul J. Burbank, of Salem), for \$2600 sold to Joseph White Jr., Stephen White, and Nathaniel West Jr., Salem merchants, a part of Derby Wharf that had been bought in 1809 (ED 191:146). This would indicate

Square (Salem Common). Joseph Story & wife built their mansion nearby, on Winter Street.

As noted, it was in 1811 that the Whites had their new brick house built on the land purchased from James Wright, a baker originally from Scotland, who had evidently already removed the wooden house that had stood on this site (it may have come to rest on Oliver Street). Of that house, Benjamin F. Browne (b. 1799), a friend of Hawthorne, reminiscing about his youth in this neighborhood, recalled that “Jimmy Wright, as we called him, was well known to the boys as making excellent gingerbread, and to the parents as making good bread. In one of his chambers, a man named Alexander, who was a brass and copper founder, held a meeting (religious gathering), which I sometimes attended from curiosity. I know not what was his denomination, but his preaching was of a sensational character. Alexander left town, and a new preacher came. I know not his offense, but the new preacher inaugurated his services by preaching from the text, Alexander the Coppersmith did me much evil, the Lord reward him according to his works.” (EHC 50:13). The Wright house, or its predecessor, had been built after 1661 for Thomas Brockett or John Knight (of Beverly). Brockett and his wife Alice had three children born 1646-1651: Thomas, Mary, and Joseph. He was a persecuted Quaker in the 1650s, and was still in Salem in 1680. In 1673-4 Robert Brimsdon of Boston bought the property, and had Thomas Mould as his tenant here. The Brimsdon heirs sold it in 1708 to John Williams, Salem cooper. He sold it in 1728 to Peter Cheever, cordwainer (shoemaker), who lived here for many years (and may have built a new house). At last, in 1780, he sold it to Joseph Pratt, who sold in 1793 to James Wright (ED 156:182). This information is taken from Sidney Perley’s “Salem in 1700, No. 15”, which appeared in *Essex Antiquarian* for 1904 (volume VIII).

In 1811, the Whites had two young children, Elizabeth and Mary. In the 1810 town valuation, Joseph White Jr. (residing in ward two) was assessed for a house and a house lot in “B.S.” (likely Bridge Street), worth \$2200; also \$16,000 in shipping and stock, and \$1200 in income. In 1811 valuations (ward two), Joseph White Jr. was assessed for a house in Union Street (\$2000), house in north Street (\$1500), part store D. Wharf (likely Derby Wharf) \$300, with \$28,000 in

largest part of the job was master mason Joshua Upham, who also built the Town House in Derby Square, the John Forrester house on Washington Square, and other notable brick buildings (as he recited in 1819 as he vainly tried for the Custom House contract).

The British had never stopped harassing American shipping; and in June, 1812, war was declared against Britain. Although the merchants had tried to prevent the war, when it came, Salem swiftly fitted out 40 privateers manned by Marblehead and Salem crews, who also served on U.S. Navy vessels, including the frigate *Constitution*. Many more local vessels could have been sent against the British, but some of the Federalist merchants held them back. The Whites outfitted their large ship *Alfred* as a privateer under Capt. Stephen Williams, and sent her out against the British on a cruise in September, 1812. The owners were Joseph and Stephen White, their brother or father Henry, Moses & Penn Townsend, Nathaniel Silsbee, George Crowninshield, Robert Stone, and other East Parish Democratic merchants. She returned in December (see *Alfred* cruising log at PEM JD Phillips Library).

In addition, Salem fielded companies of infantry and artillery. Joseph White Jr. himself was elected Lieutenant Colonel of the Salem Regiment, which was not deployed in battle, but stayed at home to defend the coast. The regiment conducted frequent drills and parades on the common—too many, in Bentley's opinion (Sept. 14, 1813), who had grown tired of the crowds that they drew: "Our best citizens leave these irregular pleasures to the rabble, who despise them." Col. White assumed command of the regiment in October, 1813, at a brigade muster in Danvers, where a sham battle was conducted (Bentley, 5 Oct. 1813). Joseph's brother John was the captain of the cavalry.

Salem and Marblehead privateers were largely successful in making prizes of British supply vessels. While many of the town's men were wounded in engagements, and some were killed, the lure of privateering riches kept the men returning to sea as often as possible. The first prizes were captured by a 30-ton converted fishing schooner, the *Fame*, and by a 14-ton luxury yacht fitted with one gun, the *Jefferson*. Of all Salem privateers, the Crowninshields' 350-ton

overextended, and could not repay brother Joseph. Joseph went to court against him, and in April, 1813, was awarded his homestead, which stood on the north side of Washington Square and was valued at \$4250 (Book of Executions & Depositions, #1:300). Presumably John White and family continued to reside there.

In July, 1813, Joseph Jr. and Stephen White and their brother-in-law, Joseph Story, jointly purchased a tomb in Howard Street graveyard (ED 204:63). No doubt Joseph was thinking in terms of mortality due to the death of his little daughter Charlotte, who died in February, 1813, aged two months. He himself was not well, as mentioned in the letter from Mary Williams, of Salem, to Debby Fisher, in Ohio, 20 Sept. 1813: "Mrs. J. White's children have been very sick this summer, and she has lost the youngest, Charlotte Sophia. Her husband has been very sick and they have been to the Springs and to New York. Returned quite recovered. Harriet has three children. Mrs. Story has added a daughter to her family, and Mrs. Forrester a son to hers."

In November, 1813, William Carnes for \$740 mortgaged to Joseph White Jr. his half of a house and land on Essex Street; and in January, 1814, for another \$100, Mr. Carnes sold the premises to Joseph White Jr. (ED 202:270). At that same time, Joseph made a donation of \$50 to help support the East Society's religious and social programs (per Bentley).

On land, the war went poorly for the United States, as the British captured Washington, DC, and burned the Capitol and the White House. Along the western frontier, U.S. forces were successful against the weak English forces; and, as predicted by many, the western expansionists had their day. At sea, as time wore on, Salem vessels were captured, and its men imprisoned or killed. After almost three years, the war was bleeding the town dry. Hundreds of Salem men and boys were in British prison-ships and at Dartmoor Prison in England. At the Hartford Convention in 1814, New England Federalist delegates met to consider what they could do to bring the war to a close and to restore the region's commerce. Sen. Timothy Pickering of Salem led the extreme Federalists in proposing a series of demands which, if not met by the federal government, could

The Whites were quick to resume their business in foreign commerce. In April, 1815, the schooner *Mary & Eliza*, only 40 tons burthen, built in Boston 1814 probably as a privateer, was registered for trade under Capt. Edward Dutch, for owners Joseph White Jr., brother Stephen, cousin J.W. Treadwell, and brother-in-law William Fettyplace (I:147, *ibid*)

On 8 June 1815 Joseph White Jr. and Stephen White, Salem merchants, for \$5350 purchased of Israel Williams, Salem merchant, a wharf and buildings, with land, running into the harbor from the vicinity of English Street (ED 206:296). This was known as White's Wharf, or White's Eastern Wharf.

In June, 1815, the ship *Mary & Eliza*, 233 tons burthen, built in Salem in 1803, was registered for foreign trade under Capt. Joseph Beadle for owners Joseph Jr. & Stephen White, J.W. Treadwell, and Henry White Jr. (I:147, SVV). She was followed by the schooner *Happy Couple*, 152 tons burthen, built Virginia 1810; registered in August, 1815, under Capt. Charles Treadwell for owners Joseph Jr. & Stephen White and Wm. Fettyplace (I:222, *ibid*). At the same time was registered the brig *Henry*, 184 tons burthen, built Brunswick 1806, under Capt. Edward Dutch for brothers Joseph White Jr. and Henry White Jr. and Stephen White (*ibid*, I:227). Some what later, in December, 1815, the Whites dispatched the 116-ton brig *Hope*, a vessel captured from the British in the War of 1812, of 116 tons burthen, under Capt. Joseph L. Lee for owners, the brothers Joseph Jr. & Stephen White (I:233). Presumably all of this activity yielded a good profit for the owners; and it is certain that Col. Joseph White Jr. enjoyed a way of life that included much sociability and lavish entertainment.

In January, 1816, the ship *Charles Morris*, 338 tons burthen, captured in the War of 1812, was registered under Capt. James Cheever Jr. for owners Joseph White Jr., uncle Joseph White, and four others (p. 55, *Ship Registers of the District of Salem & Beverly, 1789-1900*). No doubt there were voyages in early 1816 of other vessels in which Col. White had an interest. Life would seem to have been proceeding happily for the Whites in their fine house: Col. White had reached great heights of local prestige and mercantile success; and he and his wife Eliza (changed from Betsy) had three healthy and charming little girls. No doubt they

pleasures. His death was from some obstructions in the throat. He was generous and hospitable and had received many public honors, having been a representative, Colonel of the Salem Regiment, and in naval affairs. He married a sister of Judge Story, and has left several children... As it was a military day the funeral was attended by the military gentlemen." Thus ended the life of a leading citizen and merchant, a bon vivant and family man, cut down in his prime.

The sudden death of Joseph White Jr. must have come as a terrible shock to a very wide circle of friends, acquaintances, and relatives (including his parents and brothers and in-laws). The effect on his wife and three little girls can only be imagined.

Joseph White Jr. left a very valuable estate (see attached inventory), including the following, and more:

Dwelling house, land, out houses, \$7000

One-half of wharf and stores on same, \$2600

Lot of land, Bridge Street, \$1000

Part of small house & land, Beverly, \$150

Partnership with Stephen White

175 volumes of books, \$100

apparel, uniform, etc., \$150

a share in Salem Athenaeum, \$80

¼ farm and stock, Londonderry, NH, \$1125

His investments included:

Two shares, Union Building in Salem #15 and #16, \$600

One certificate #36 of U.S. 6% stock, dated 10 Aug. 1815 for \$2009.47, worth \$1922.24

Promissory notes, \$8764.47

Cash in Balto. Bank, \$3726.39

3 shares in Essex Turnpike Corp, \$120

Personal property, at home & abroad, in partnership with Stephen White, yet to be settled

A detailed inventory of the furnishings was taken in 1816 by William Fettyplace, J.W. Treadwell, and John Pedrick 3rd, who reported on the contents of the following named rooms: front entry, chamber entry, sitting room, best chamber, and kitchen. Among many other wonderful things, the house was decorated with a print of Aurora, a print titled Rum, two alabaster statues, two china vases, and other prints and paintings.

In the fall, two of the vessels that he partly owned embarked on voyages in foreign trade: the brig *Hope*, Capt. Wm B. Orne, and the ship *Mary & Eliza*, Capt. John Beckford (pp. 147, 233, *ibid*). His widow Eliza Story White continued some of his partnerships, and she was an owner (with Stephen White and William Fettyplace) of the schooner *Happy Couple* when she was registered for trade in May, 1818, under Capt. David Poland (I:222, *ibid*). Joseph's share of White's Wharf was leased to John C. Very, a trader. Matthias Bessell, one of Joseph White Jr.'s "adopted sons," was employed by Stephen White as a factor or supercargo, in charge of the sale and purchase of ships' cargoes. Matthias, 23, joined the Essex Lodge of Masons in 1820, and died in 1821, while on a voyage, in Batavia (EIHC 4:215).

Mrs. Eliza (Story) White and daughters continued to reside here through the 1820s. Post-war, the Salem merchants had rebuilt their fleets and resumed their worldwide trade, slowly at first, and then to great effect. Many new partnerships were formed. The pre-war partisan politics of the town were not resumed post-war, as the middle-class "mechanics" (artisans) became more powerful and brought about civic harmony, largely through the Salem Charitable Mechanic Association. Rev. William Bentley, keen observer and active citizen during Salem's time of greatest prosperity and fiercest political divisions, died in 1819, the year in which a new U.S. Custom House was built, on the site of the George Crowninshield mansion, at the head of Derby Wharf. Into the 1820s foreign trade continued prosperous; and new markets were opened with Madagascar (1820), which supplied tallow and ivory, and Zanzibar (1825), whence came coffee, ivory, and gum copal, used to make varnish. This opened a huge and lucrative trade in which Salem dominated, and its vessels thus gained access to all of the east African ports.

1823), which created great wealth for their investors; and in general it seemed that the tide of opportunity was ebbing away from Salem. In an ingenious attempt to stem the flow of talent from the town and to harness its potential water power for manufacturing, Salem's merchants and capitalists banded together in 1826 to raise the money to dam the North River for industrial power. The project, which began with much promise, was suspended in 1827, which demoralized the town even more, and caused several leading citizens to move to Boston, the hub of investment in the new economy.

Little is known about the life of Mrs. Eliza White and her daughters here. No doubt they remained very close to Stephen White and to Eliza's brilliant brother, Judge Joseph Story, who lived just around the corner on Winter Street and who was by then a Justice of the U.S. Supreme Court. On 16 September 1819, Judge Joseph Story had purchased for \$2250 the Samuel Cheever house and its land here on the corner of Winter Street and what was then called Newbury Street (or Brown Street). Judge Story wished to have a view of the Common evidently. He immediately removed the Cheever house, and divided the ownership of the just-cleared lot. To himself, he appropriated the northwest part of the Cheever lot; to his sister, Mrs. Eliza White (widow of Col. Joseph White Jr.), he sold (for \$1250 on Oct. 25, 1819) the southeasterly part of the lot, at the corner of the two streets, fronting 57' on Winter and 47' on "Newbury or Brown Street", and running 71' by Mrs. White's house-lot, and 61' by Judge Story's land, (ED 221:262).

At the same time, Judge Story and his sister Mrs. White agreed that neither one would put up any buildings on either half of the just-cleared lot, and that the written permission of the other person would be needed to have any building constructed there; although fences, shrubbery, and fruit trees were permissible (ED 221:262). The indenture deed also noted that the Town of Salem had recently altered the course of "Brown or Newbury" Street and evidently taken some of the land along the southeasterly boundary of the lot.

The prohibition against putting up buildings on either half of the lot (Story or White) was dissolved by mutual consent on 22 July 1820 (ED 252:231). It is not evident that any building was erected on Mrs. White's lot at that time or in the

out on a journey to the Springs, Catskill mountains, etc.” In 1829, Eliza’s eldest daughter, Elizabeth S. White, 20, married Samuel C. Gray of Boston, a nephew of the eminent merchant, formerly of Salem, William “Billy” Gray.

In 1830 occurred a horrifying crime that ruined several families in the old town. Old Capt. Joseph White, the wealthy great-uncle of Mrs. Eliza White’s children, resided in the house now called the Gardner-Pingree house, nearby on Essex Street. One night, intruders broke into his mansion and stabbed him to death. All of Salem buzzed with the news that thugs had murdered Capt. White. Stephen White offered a large reward for the capture of his uncle’s killers, and started a crime committee; but many people thought that he was to blame. Soon enough, it became evident that the killers were Crowninshields and Knapps, fallen members of Salem’s elite and relatives of the victim. The Knapps resided nearby on Essex Street, near Orange, next door to a merchant named William Silsbee. The results of the investigation and trial were very damaging to Salem and especially to its waning merchant class. It may well have been this that persuaded Mrs. Eliza Story White that it was time to move out of town, which she and her daughters did in 1830. Mary and Charlotte would marry in Boston in 1831 and 1834, and their mother would survive until 1865. Stephen White also departed Salem, with his family; and things were never the same thereafter.

The White ladies had no use for property in Salem. In December, 1830, they sold off the unbuilt-on Bridge Street lot for \$405 (ED 256:298). On 29 March 1831 Mrs. White and her children for \$6,000 sold their house & land to William Silsbee (1779-1833), the Essex Street merchant (ED 259:147). Mrs. White, by virtue of the 1819 deed from Judge Story (who had moved to Cambridge in 1829), owned the #35 lot outright; and she sold it for \$1,000 to Mr. Silsbee (ED 259:147).

Mr. William Silsbee, the new owner, was a prosperous merchant whose health was evidently precarious. He had married Mary Hodges in 1808. She was born 1789, the daughter of Capt. Benjamin Hodges and Hannah King, of lower Essex Street. In 1831 William & Mary Silsbee had surviving children Benjamin H., 21, William Jr. 18, John H. 17, Mary 14, Hannah H. 13, and Harriet E. 11 (see

William Silsbee (1779-1833) m. 14 Nov. 1808 Mary Hodges (1789-1851) who died 31 Aug. 1851. Known issue:

- 1. Margaret H., 1810, d. 1829.*
- 2. Benjamin H., 1811, m. 1840 Elizabeth J. White*
- 3. William, 1813, m. 1838 Charlotte Lyman*
- 4. John Henry, 1814, m. 1838 Rebecca A. Dodge*
- 5. Mary, 1816, m. Manuel Fenellosa*
- 6. Hannah H.*
- 7. Harriet E., 1819, m. John N. Mott*

Mr. William Silsbee died on 15 January 1833, aged 53 years, leaving his wife and several children, including William Jr., who had just been graduated from Harvard and was beginning a career as a notable Unitarian minister. By his will with codicils Mr. Silsbee devised one-third of all of his property to his wife Mary. He gave a \$1500 income trust as well as cash to his sister Sarah Wellman and niece Mary Ann Wellman, as a memento of his affection, "particularly during my sicknesses at various periods." The reversion of the trusts was to go to his children, who were to have everything else. The inventory of his estate shows assets of about \$98,700, a vast sum in those days. He was in trade with Russia and Italy and probably other parts of the world, and owned shares in trading ships and three whaling ships; and he owned shares in cargoes and merchandise. He owned stock in various banks, manufacturing companies, and insurance companies; and he had made loans to a few individuals, including his wife's sisters, Miss Hannah Hodges (she owed \$389.24) and Miss Elizabeth Hodges (she owed \$444.32).

Like Mr. Silsbee, Salem's remaining merchants had to move quickly to take their equity out of wharves and warehouses and ships and put it into manufacturing and transportation, as the advent of railroads and canals in the 1830s diverted both capital and trade away from the coast. Some merchants did not make the transition, and were ruined. Old-line areas of work, like rope-making, sail-making, and ship chandleries, gradually declined and disappeared. Well into the 1830s, Salem slumped badly.

River served not to power factories but mainly to flush the waste from the 25 tanneries that had set up along its banks. Throughout the 1830s, the leaders of Salem scrambled to re-invent an economy for their fellow citizens, many of whom were mariners without much sea-faring to do. Ingenuity, ambition, and hard work would have to carry the day.

Mrs. Mary (Hodges) Silsbee continued to raise her children here in the big brick house. She was close to her unmarried sisters, Hannah and Elizabeth Hodges, who had each inherited a fortune from their merchant father. Hannah & Elizabeth resided together in the 1830s in the family house on Essex Street; then, in 1839, they moved to 34 Chestnut Street, where they resided with their dear friend Miss Sally L. Allen, an artist. In 1840, it was agreed that Hannah & Elizabeth Hodges should build a new house adjoining easterly on their sister Mrs. Mary Silsbee's house. The corner garden thus became a house-lot, and a new house was built, in a style nearly identical to that of Mrs. Silsbee's house. In the 1842 Salem Directory, Hannah & Elizabeth Hodges are listed at Two Oliver Street, evidently because their house was at first considered to be part of their sister Mary Silsbee's house.

Miss Hannah & Elizabeth Hodges lived in the new house with their friend Miss Sally Allen through the 1840s. It did not seem necessary to secure a deed to the land, which was owned by their sister Mrs. Silsbee.

Mrs. Mary (Hodges) Silsbee had her hands full with several fatherless children growing up here. As mentioned, her son, Rev. William Silsbee, had graduated from Harvard in 1832. He was deeply influenced by Emerson and the Transcendalist circle, and himself was a notable writer and lecturer (his "Aesthetic Culture" lecture, given in Salem, is reprinted in EIHC). He went to Connecticut and married Charlotte Lyman and become something of an itinerant preacher in the 1840s, and was back in Salem, probably residing here, when Joseph Lyman Silsbee (his third child) was born in 1848, right after which Joseph's mother Charlotte died. The baby was evidently "placed" with Miss Allen, who resided next door (#35). Rev. William Silsbee then went to Cincinnati to teach. then to Europe. then settled in Northampton, Mass., as

(later President of Merchants Bank), agreed to sell the land under the adjoining house to his aunt Hannah Hodges, and on 20 Oct. 1851 for \$1000 she made the purchase (ED 451:299). Mr. B.H. Silsbee was a graduate of Harvard College (1831) in the same class with the future historian John Lothrop Motley. Soon after graduation, he went two voyages to the Indian Ocean as a supercargo (cargo manager); and then he entered business a merchant in the East Indies trade. Eventually he was a partner in the merchant house of Silsbee & Pickman; and he served as president of banks, manufacturing companies, charities, and the East India Marine Society (co-founded by his grandfather Capt. Benjamin Hodges in 1799). He was a member of the East Church (Unitarian).

As Mr. Silsbee, the banker and investor, and all of Salem cast about for new models of economic development, one inspiration was the Salem Laboratory, Salem's first science-based manufacturing enterprise, founded in 1813 to produce chemicals. At the plant built in 1818 in North Salem on the North River, the production of alum and blue vitriol was a specialty; and it proved a very successful business. Salem's whale-fishery, active for many years in the early 1800s, led, in the 1830s, to the manufacturing of high-quality candles at Stage Point, along with machine oils. The candles proved very popular. Lead-manufacturing began in the 1820s, and grew large after 1830, when Wyman's gristmills on the Forest River were retooled for making high-quality white lead and sheet lead (the approach to Marblehead is still called Lead Mills Hill, although the empty mill buildings burned down in 1960s).

These enterprises were a start toward taking Salem in a new direction. In 1838 the Eastern Rail Road, headquartered in Salem, began operating between Boston and Salem, which gave the local people a direct route to the region's largest market. The new railroad tracks ran right over the middle of the Mill Pond; the tunnel under Washington Street was built in 1839; and the line was extended to Newburyport in 1840.

In the 1840s, new companies in new lines of business arose in Salem. The tanning and curing of leather was very important by the mid-1800s. On and near Boston Street, along the upper North River, there were 41 tanneries in 1844, and

possible high-volume industrial shoe production. In Lynn, the factory system was perfected, and that city became the nation's leading shoe producer. Salem had shoe factories too, and attracted shoe workers from outlying towns and the countryside. Even the population changed, as hundreds of Irish families, fleeing the Famine, settled in Salem and gave the industrialists a new pool of cheap labor.

In the face of all this change, some members of Salem's waning merchant class continued to pursue their sea-borne businesses; but even the conditions of shipping changed, and Salem was left on the ebb tide. In the late 1840s, giant clipper ships replaced the smaller vessels that Salem men had sailed around the world; and the clippers, with their deep drafts and large holds, were usually too large for Salem and its harbor. The town's shipping soon consisted of little more than Zanzibar-trade vessels and visits from Down East coasters with cargoes of fuel wood and building timber. By 1850 Salem was about finished as a trading port. A picture of Salem's sleepy waterfront is given by Hawthorne in his "introductory section" (really a sketch of Salem) to **The Scarlet Letter**, which he began while working in the Custom House.

The Gothic symbol of Salem's new industrial economy was the large twin-towered granite train station (the "stone depot"), smoking and growling with idling locomotives, standing on filled-in land at the foot of Washington Street, where before had been the merchants' wharves. The 1850s brought continued growth: new churches (e.g. Immaculate Conception, 1857), schools, streets, factories, and stores. Catholic churches were built, and new housing was constructed in North Salem, Stage Point, and the Gallows Hill areas to accommodate the workers. As it re-established itself as an economic powerhouse with a sizable population, Salem took a strong interest in national politics. It was primarily Republican in politics, and strongly anti-slavery, with its share of outspoken abolitionists, led by Charles Remond, a passionate speaker who came from one of the city's notable black families. At its Lyceum and in other venues, plays and shows were put on, but cultural lectures and political speeches were given too. By 1860, with the election of Abraham Lincoln, it was clear that the Southern states would secede from the union: and Salem, which had done so

were served by domestics Margaret Munroe, 28, Msry Gilday, 28, and Mary J. Coleman, 17.

The Civil War began in April, 1861, and went on for four years, during which hundreds of Salem men served in the army and navy, and many were killed or died of disease or abusive treatment while imprisoned. Hundreds more suffered wounds, or broken health. The people of Salem contributed greatly to efforts to alleviate the suffering of the soldiers, sailors, and their families; and there was great celebration when the war finally ended in the spring of 1865.

On 1 November 1864 Mr. B.H. Silsbee and his aunt Miss Hannah Hodges drew up a privacy agreement, in which Hannah agreed that, as soon as she no longer resided in her house (whether by death or removal), that any window in her house that overlooked Mr. Silsbee's property would be blocked up at her expense or the expense of the owner of her house (ED 678:112).

The Silsbees had a pretty garden here. One day in April, it attracted the attention of Rev. Jones Very, a retired minister and resident of Federal Street. Very was the finest devotional poet in America and, although his muse had faded by the 1860s, he was still writing sonnets when inspired. The sight of crocuses in the Silsbees' dooryard garden was such an inspiration.

On Some Beautiful Crocuses In Front of the House of B.H. Silsbee, Esq.

*Fair flowers! That open to the April sun
Your beauteous petals, purple, white, and gold—
We joy with you that winter's race is run,
And gone its months of barrenness and cold.
There breathes around us now a softer air;
In frequent showers descends the quickening rain
That doth the frozen earth for man prepare,
That he may sow for food the fruitful grain.
Not vain your beauty, though no outward good
You minister to man, and quickly die;*

In fact, flowers and horticulture were important at this time in Salem, which had its share of greenhouses and fruit orchards, especially in North Salem. The main business of the city, through the 1860s and into the 1870s, was manufacturing, especially of leather and shoes and textiles. The managers and capitalists tended to build their new, grand houses along Lafayette Street (these houses may still be seen, south of Roslyn Street; many are in the French Second Empire style, with mansard roofs). In the 1870s, French-Canadian families began coming to work in Salem's mills and factories, and more houses and tenements were built. The better-off workers bought portions of older houses or built small homes for their families in the outlying sections of the city. A second, larger, factory building for the Naumkeag Steam Cotton Company was added in 1859, and a third in 1865; and by 1879 the mills would employ 1200 people and produce annually nearly 15 million yards of cloth. Shoe-manufacturing also continued to expand in the 1870s, and by the end of the decade 40 shoe factories were employing 600-plus operatives.

In 1870 (house 422, ward two) the residents here were Benjamin H. Silsbee, 59, merchant (with real estate worth \$18,800 and personalty worth \$59,400), Elizabeth J., 57, Elizabeth W., 28, Margaret, 20, Francis H., 18, and their aunt, Hannah H. Silsbee, 52; and their sewrvants were Betsy Brady, 22, and Mary Hayes, 19, both born in Ireland.

On 8 July 1871, after the death of Miss Hannah Hodges, her adjoining house and land were sold for \$11,500 to John N. Mott, the husband of the Silsbees' youngest daughter, Harriet Elizabeth (Silsbee) Mott (ED 829:25). Mr. Mott also purchased, for \$300, the right to use the easterly wall of the Silsbee house as a party wall (ED 829:25).

In 1870 Salem received its last cargo from Zanzibar, thus ending a once-important trade. By then, a new Salem & New York freight steamboat line was in operation. Fire was a threat, and Salem was now so densely built-up that a general conflagration was always a possibility, as in Boston, when, on Nov. 9, 1872, the financial and manufacturing district of the city was destroyed in a

development called Salem Willows and Juniper Point. In the U.S. centennial year, 1876, A.G. Bell of Salem announced that he had discovered a way to transmit voices over telegraph wires. On Boston Street in 1879, the Arnold tannery caught fire and burned down.

In 1877, with the arrival of a vessel from Cayenne, Salem's foreign trade came to an end. From that time forward, as expressed in Hurd's 1888 *History of Essex County* (p. 65), "the merchandise warehouses on the wharves no longer contain silks from India, tea from China, pepper from Sumatra, coffee from Arabia, spices from Batavia, gum-copal from Zanzibar, hides from Africa, and the various other products of far-away countries. The boys have ceased to watch on the Neck for the incoming vessels, hoping to earn a reward by being the first to announce to the expectant merchant the safe return of his looked-for vessel. The foreign commerce of Salem, once her pride and glory, has spread its white wings and sailed away forever."

In January, 1880, Benjamin H. Silsbee, 68, one of the last Salem men to have participated in foreign trade, contracted a cold, which soon turned into pneumonia, of which he died on February 22nd (see obituary in family register, attached). He was survived by his widow, Elizabeth, and by daughters Elizabeth, Margaret, and son Francis. In April, 1881, Mrs. Silsbee for \$10,000 sold the homestead to the proprietors of Tabernacle Church (ED 1058:40). They used the house as the parsonage; and a succession of ministers resided here. In June, 1890, the proprietors adjusted the back boundary with Amos Johnson (ED 1282:118).

In the 1880s and 1890s, Salem kept building infrastructure; and new businesses arose, and established businesses expanded. Retail stores prospered; horse-drawn trolleys ran every which-way; and machinists, carpenters, millwrights, and other specialists all thrived. In 1880, Salem's manufactured goods were valued at about \$8.4 million, of which leather accounted for nearly half. In the summer of 1886, the Knights of Labor brought a strike against the manufacturers for a ten-hour day and other concessions; but the manufacturers imported labor from Maine and Canada, and kept going. The strikers held out, and there was violence

city's large shoe factories stood downtown behind the stone depot and on Dodge and Lafayette Streets. A jute bagging company prospered with plants on Skerry Street and English Street; its products were sent south to be used in cotton-baling. Salem factories also produced lead, paint, and oil. At the Eastern Railroad yard on Bridge Street, cars were repaired and even built new. In 1887 the streets were first lit with electricity, replacing gas-light. The gas works, which had stood on Northey Street since 1850, was moved to a larger site on Bridge Street in 1888, opposite the Beverly Shore.

More factories and more people required more space for buildings, more roads, and more storage areas. This space was created by filling in rivers, harbors, and ponds. The once-broad North River was filled from both shores, and became a canal along Bridge Street above the North Bridge. The large and beautiful Mill Pond, which occupied the whole area between the present Jefferson Avenue, Canal Street, and Loring Avenue, finally vanished beneath streets, storage areas, junk-yards, rail-yards, and parking lots. The South River, too, with its epicenter at Central Street (that's why there was a Custom House built there in 1805) disappeared under the pavement of Riley Plaza and New Derby Street, and some of its old wharves were joined together with much in-fill and turned into coal-yards and lumber-yards. Only a canal was left, running in from Derby and Central Wharves to Lafayette Street.

Salem's population burgeoned. The Canadians were followed in the early 20th century by large numbers of Polish and Ukrainian families, who settled primarily in the Derby Street neighborhood. By the eve of World War One, Salem was a bustling, polyglot city that supported large department stores and large factories of every description. People from the surrounding towns, and Marblehead in particular, came to Salem to do their shopping; and its handsome government buildings, as befit the county seat, were busy with lawsuits, conveyances of land, and probate proceedings. The city's politics were lively, and its economy was strong.

On June 25, 1914, in the morning, in Blubber Hollow (Boston Street opposite Federal), a fire started in one of Salem's fire-prone wooden tanneries. This fire

crossed over into South Salem and destroyed the neighborhoods west of Lafayette Street, then devoured the mansions of Lafayette Street itself, and raged onward into the tenement district. Despite the combined efforts of heroic fire crews from many towns and cities, the fire overwhelmed everything in its path: it smashed into the large factory buildings of the Naumkeag Steam Cotton Company (Congress Street), which exploded in an inferno; and it rolled down Lafayette Street and across the water to Derby Street. There, just beyond Union Street, after a 13-hour rampage, the monster died, having consumed 250 acres, 1600 houses, and 41 factories, and leaving three dead and thousands homeless. Many camped out on the Common for weeks afterward. Some people had insurance, some did not; all received much support and generous donations from all over the country and the world. It was one of the greatest urban disasters in the history of the United States, and the people of Salem would take years to recover from it. Eventually, they did, and many of the former houses and businesses were rebuilt; and several urban-renewal projects (including Hawthorne Boulevard, which involved removing old houses and widening old streets) were put into effect.

By the 1920s, Salem was once again a thriving city. In June, 1920, this homestead was sold by the Tabernacle Church proprietors to DeWitt S. Clark (ED 2451:583). The lot fronted 47' 1" on Washington Square, and ran back 147' on Oliver Street.

Salem's tercentenary in 1926 was a time of great celebration. From then on, Salem boomed right through to the 1960s; but the arrival of suburban shopping malls and the relocation of manufacturing businesses took their toll, as they have with many other cities. More than most, Salem has navigated its way forward into the present with success, trading on its share of notoriety arising from the witch trials, but also from its history as a great seaport and as the home of Bowditch, McIntire, Bentley, Story, and Hawthorne. Most of all, it remains a city where the homes of the old-time merchants, mariners, and mill-operatives are all honored as a large part of what makes Salem different from any other place.

Glossary & Sources

A figure like (ED 123:45) refers to book 123, page 45, Essex South registry of Deeds, Federal Street, Salem.

A figure like (#12345) refers to Essex Probate case 12345, on file at the Essex Probate Court, Federal Street, Salem, or on microfilm at Mass. Archives, Boston, or at the Peabody Essex Museum's Phillips Library, Salem.

Census records (censes were taken every 10 years from 1790 on, and in 1855 and 1865) are available on microfilm; they list the heads of households 1790-1840, and then list family members from 1850 on.

MSSRW refers to the multi-volume compendium, *Mass. Soldiers & Sailors in the Revolutionary War*, available at the Salem Public Library among other places.

MSSCRW refers to the multi-volume compendium, *Mass. Soldiers, Sailors, & Marines in the Civil War*, available at the Salem Public Library among other places.

EIHC refers to the Essex Institute Historical Collections (discontinued), a multi-volume set (first volume published in 1859) of data and articles about Essex County. The indices of the EIHC have been consulted regarding many of the people associated with this house.

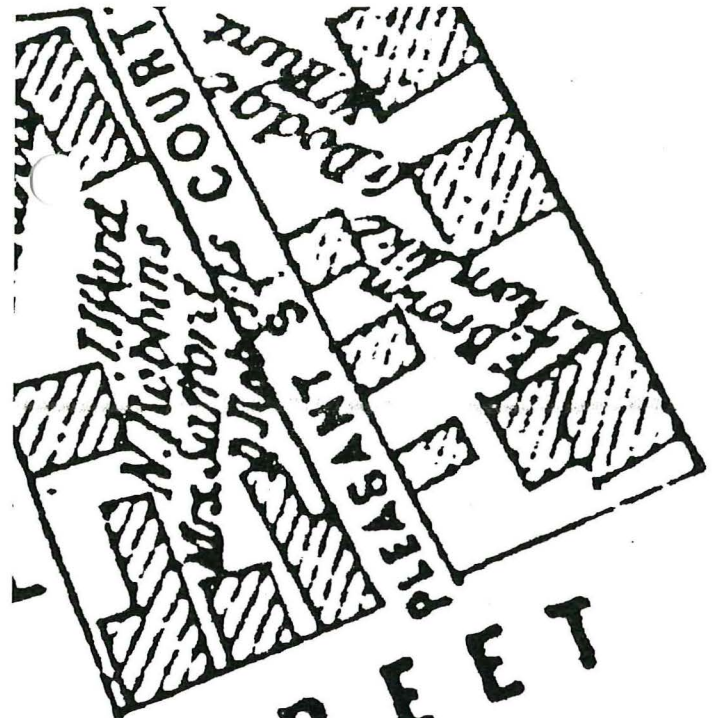
The six-volume published Salem Vital records (marriages, births, and deaths through 1849) have been consulted, as have the Salem Directory and later Naumkeag Directory, which have information about residents and their addresses, etc.

Sidney Perley's three-volume *History of Salem, 1626-1716* has been consulted, as has the four-volume *William Bentley's Diary*, J. Duncan Phillips' books, some newspaper obituaries, and other sources.

Salem real estate valuations, and, where applicable, Salem Street Books, have also been consulted, as have genealogies.

There is much more material available about Salem and its history; and the reader is encouraged to make his or her own discoveries.

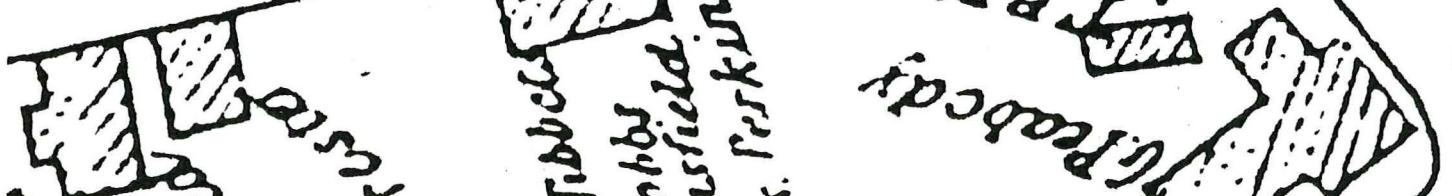




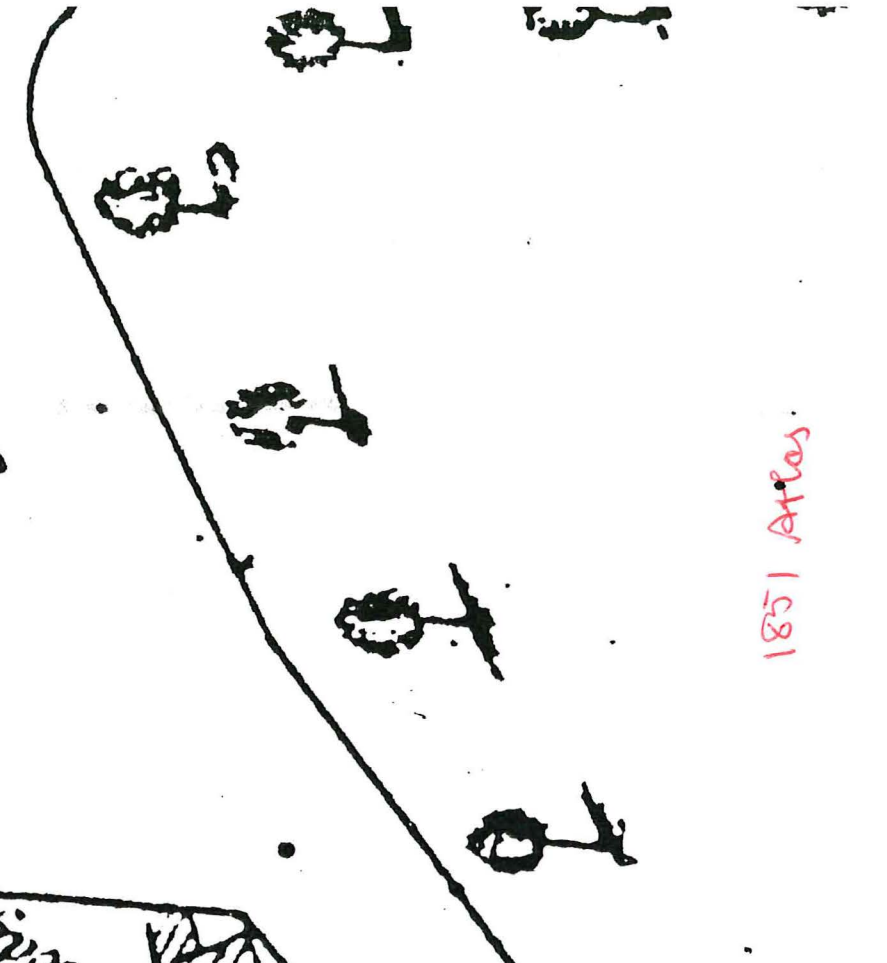
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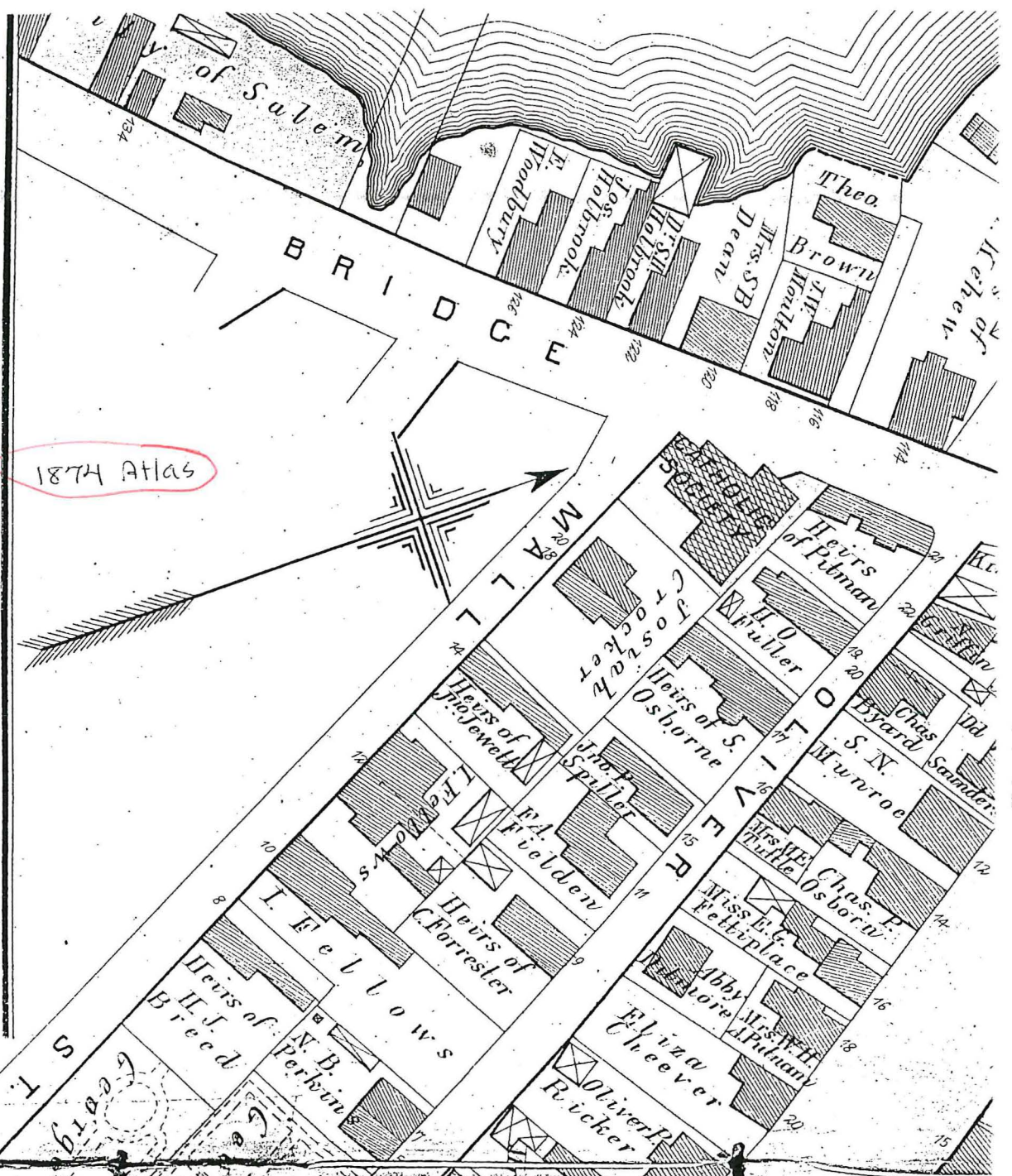
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1851 Atlas



1874 Atlas

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Heirs of S.

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Chas. Oshorn

Miss Fuller

Chas. Oshorn

Abby M. Pluman

Miss R. Kettipolace

Miss M. Pluman

Heirs of C. Forrester

Heirs of C. Forrester

Heirs of N. B. Perkins

Heirs of B. J. Bred

Oliver R. Rucker

Cheever

Heirs of Jewell

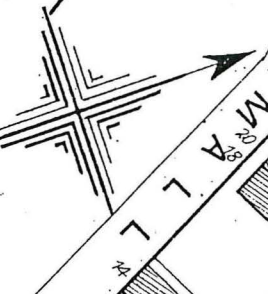
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F. A. Fielden

Heirs of I. E. Lows

Heirs of B. J. Bred

City of Salem



21 July 1810 Wright to White

James Wright

to

Joseph White junr

Know all Men by these Presents That I James Wright of Beverly in the County of Essex New Jersey, in consideration of thirty five hundred dollars to me paid by Joseph White junr of Salem in said County Merchand, The receipt whereof I do hereby acknowledge do hereby give grant sell and convey unto the said Joseph White jr and his heirs and assigns, a certain parcel of land situate in Salem aforesaid and bounded and described as follows viz South only on Browne Street westerly on Oliver Street northerly on land by me sold to John Scobie by deed dated the twenty first day of August AD 1809 recorded in the Registry of deeds Book 170 leaf 250, Easterly on Winter Street till it meets the land of Samuel Cheever then southerly on land of said Cheever then Easterly again on land of said Cheever till it meets Browne Street being the same parcel of land which I purchased of Joseph Pratt by his deed dated the eighteenth day of June AD 1799, Recorded in the Registry of deeds Book 156 leaf 182, and also by his deed dated the twenty seventh day of June AD 1796 recorded in the Registry of deeds Book 159 leaf 227, saving and excepting only so much thereof as I sold to said John Scobie by the deed aforesaid, To Have and to hold the granted premises with the appurtenances to the said Joseph White jr and his heirs and assigns to their use and benefit forever and I the said James Wright for myself and my heirs, executors and administrators do hereby covenant with the said Joseph White and his heirs and assigns that I am lawfully seized in fee of the Premises that they are free of all incumbrances that I have good right to sell and convey the same to the said Joseph to hold as aforesaid and that I will and my heirs executors and administrators shall warrant and defend the same to the said Joseph and his heirs and assigns forever against the lawful claim and demands of any Persons And Elizabeth wife of said James hereby in consideration of one dollar to her paid by said Joseph White the receipt whereof she hereby acknowledges grants and releases to the said Joseph White and his heirs and assigns all her right of dower in the Premises In Witness whereof we the said James and Elizabeth have hereunto set our hands and seals this

21 July 1810

Inventory of the estate of Joseph White junior, esquire, late of Salem in the county of Middlesex in the State of Massachusetts, deceased, annexed upon oath by us the subscribers, duly appointed to that service by the Hon Daniel A. White, Judge of probate of wills for said county.

Household furniture, &c.

1 mahogany	730	2 mahogany chairs @ 28	56	116	116
2 mahogany chairs at 23	46	1 common sofa	3	32	32
1 Persian carpet and covering	120	2 china vases	20	140	140
1 set french china ware	59	2 alabaster statuettes	5	55	55
1 set dining tables	15	1 pair card tables	14	29	29
1 set yellow chairs	15	1 stair carpet and rods	15	30	30
1 lamp (front entry)	5	6 prints (glass and framed)	24	29	29
1 carpet (chamber entry)	18	1 stair carpet and rods	10	28	28
1 easy chair and covering	6	1 sideboard	20	26	26
2 knife boxes and 1 dozen knives and forks	30	1 clock	30	60	60
1 mirror	2	1 print (Aurora)	15	17	17
1 carpet (sitting room)	6	1 light stand	4	10	10
2 pairs andirons, shovel and tongs, fender and hearth brush				30	30
1 set japan waiters, wine coolers, plate warmer and cheese tray				15	15
1 furniture (best chamber)	14	1 bureau	10	24	24
1 night table	3	2 wash stands and bowls &c.	8.50	11.50	11.50
1 dressing table and wash stand	7	1 secretary	20	27	27
8 chairs at 7.25	7.50	6 chairs at 7.1	6	13.50	13.50
1 large looking glass	50	1 large looking glass	45	95	95
1 small dressing glass	3	2 small frame paintings	10	13	256
1 carpet and hearth rug (best chamber)	27	1 pair bellows and brush	2	24	24
1 bedstead and curtains (" ")	40	1 marseilles quilt	10	50	50
1 feather bed	25	1 chamber carpet	8	33	33
1 " " with bedstead, curtains &c.	50	1 " looking glass	12	62	62
1 " " " "	15	2 quilts	7	22	22
1 " " " "	10	1 field bedstead	5	15	15
1 " " " "	15	2 cot " " at 7.5	6	21	21
2 " " " "	20	1 field bedstead and curtains	17	37	37
1 small chamber carpet and rug	5	1 dressing table	9	14	14
1 looking glass	12	1 wash stand	1.50	13.50	13.50
12 chairs at 7.1	12	1 pair andirons &c.	4	16	16
1 field bedstead	5	1 pine bureau and table	4	9	9
1 low do. do.	2	8 chairs	3	5	5
1 " do. do.	2	1 large map	3	5	5
3 quilts and 1 mattress	12	1 small painting	2	14	14
2 fire buckets &c.	3.50	3 old trunks	1.50	5	380.50
7 dish covers	75	8 chairs (old)	7.2	7	1081.50
2 tables (kitchen)	2	shovels, tongs and dogs	1.50	3.50	3.50
1 warming pan	1.50	2 tea kettles	4	5.50	5.50
1/2 dozen candlesticks	1	2 waiters	50	1.50	1.50
1 pair bellows	25	tin and crockery ware	4	4.25	4.25
1 iron pot &c. &c.	3	1 family Bible	4	7	7
1 large print (Rams)	5	1 small painting	1	6	34.75

John Whiteholder
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 1895
 1896
 1897
 1898
 1899
 1900

August 20

Linen ware			
1 dozen pairs pillow cases	at \$1.00	\$12.00	
1/2 " do. do.	" .50	6.00	
1/2 " do. do.	" .20	2.00	
1 dozen damask napkins		4.00	
1 " small towels		1.00	
5 damask table cloths	at 5.00	25.00	
6 pairs linen sheets	at 5.00	30.00	
6 pairs flannel "	" 2.00	12.00	
6 " cotton "	" 2.00	12.00	
6 " "	" 2.00	12.00	
12 pairs blankets	" 5.00	60.00	173.00

Plated ware:
 2 pairs plated candlesticks 5.00
 1 " " baskets 8.00
 1 " saffers and stand 3.00
 2 " bottle stands 2.00
 1 castor 10.00
28.00
 \$1436.75

Personal apparel, uniform &c. \$150.00
 175 volumes books \$100.00 250.00

Silver ware		
1 coffee pot 37.15	1 tea pot 26.18	63.33
1 sugar bowl 18.00	1 cream pitcher 9.03	27.03
1 pair sugar tongs	1 dozen large spoons	2 " small "
1 pair gravy ladles	1 soup ladle	2 pair salt spoons
		54.13
		145.16

1 4 wheel carriage and harness \$475.00	1 old chaise \$30.00	1 horse \$80.00	185.00
1/4 of stock on farm in Londonderry			\$575.00
2 shares in Union building in Salem No 15 and 16	at \$300.00		600.00
			1175.00
Dwelling house, land and out houses (in Salem)			7000.00
1/2 of wharf and stores on same	(do.)		2000.00
Lot of land in Bridge street	(do.)		1000.00
Small house and land in Beverly part of			150.00
1/4 of a farm in Londonderry			350.00
1/2 of a pew in St. Peter's church			25.00
			\$11325.00
1/2 brig Eliza and appurtenances			1500.00
3/4 of brig Henry and appurtenances			1071.44
1/2 of brig Hope and appurtenances			933.33
3/8 brig Mary and Eliza and appurtenances			2250.00
3/8 schooner Happy Couple and appurtenances			843.75
1/2 ship Charles Morris and appurtenances	now at sea	1000.00	7598.52
1 certificate No 36 of the United States 6 per cent. stock, dated August 10, 1875	for \$2009.17	valued at 87 per cent.	1922.24
1 share in Salem Athenaeum			80.00
Sundry promissory notes, as per schedule annexed			8764.47
Cash deposited in the City bank in Baltimore, \$4545.33			
	valued at the present discount of 18 per cent.		3726.39
1/2 of a small sail boat \$20.00	3 shares in Essex turnpike corporation \$120.00		140.00
			\$36749.17
Part of a case crockery ware \$15.00	part of a case glass ware \$30.00		\$45.00
6 pairs sheets \$2.00	1 pair blankets \$5.00	1 pair pillow case \$3.00	17.00
	1 dozen napkins \$4.00		35.25
1 piece cassimere 2 1/2 yards at \$150.00			375.00
1 silver bucket 30 oz. 1 do. sugar bowl 16 oz. 1 do. tea pot 28 oz.	74 oz. at \$1.00		74.00

Recorded
 Received with a
 receipt in full
 of the above
 items of property
 belonging to the
 estate of the
 late Capt. M. C.
 Essex, deceased,
 as directed by the
 court in the
 will of the said
 M. C. Essex, dated
 the 10th day of
 August, 1875.
 M. C. Essex, Jr.

Essex, ss. At a cou
 Tuesday in Aug
 the goods and esta
 tonight, deceased,
 acquire, he having
 as executor, for his
 quire, Jonathan C.
 appraisers of said
 using accordingly

Recorded for

Ipswich, January
 the estate of capt. M.
 dollars and fourte
 sonal estate of her

Ipswich, January 2
 estate of capt. M.
 Cars and thirty fou
 al estate of her hon.

Salem, January 1
 the estate of capt. M.
 sixty one cents, of
 the real estate, to
 the said M. C. Essex, Jr.

21 Aug 1831 Com Silsbee's will, minus codicils, 2 pages.

In the name of GOD amen. I William Silsbee, of Salem in the county of Essex, merchant being of sound memory, but mindful of the uncertainty of life, do hereby declare this my last will and testament.

I dispose of all my estate, of every kind, in manner following, viz:

I give and devise to my beloved wife, Mary Silsbee one third part of all the estate, real, personal, and every kind whatsoever, that I may die seized of; first deducting therefrom four thousand dollars, that being ten thirds the cost of the house and land situated on the corner of Oliver and Roman streets, conveyed by me to William Silsbee and Sarah T. Silsbee in trust for her; it being

my intention, that she should inherit one third of all my estate, including the cost of said house, to her own use forever; - hereby recommending her to cause half or two thirds of the whole amount thereof to be placed in the "Massachusetts hospital life insurance company," or in some other way, in trust, during her life, for her own use, at her decease to become the property of her and my children.

I give and devise to my honored mother Sarah Silsbee the sum of two hundred dollars; and to my sister Sarah Wellman the sum of three hundred dollars; and to my niece Mary Ann Wellman the sum of two hundred dollars; and direct, that a life annuity be procured of the "Massachusetts hospital life insurance company," for my said sister and niece for the whole of the above named sums devised to them.

I also direct, that the sum of one thousand dollars be placed in the said "Massachusetts hospital life insurance company," or in some other way, in trust, (at the discretion of my said executors as aforesaid) for my said honored mother Sarah Silsbee; the interest of which to be paid to her or her order during her life, and at her death to become the property of my children.

I also direct, that the sum of one thousand dollars be placed in the said "Massachusetts hospital life insurance company," or in some other way, in trust, (at the discretion of my said executors as aforesaid;) for my said sister Sarah Wellman and my said niece Mary Ann Wellman, the interest or income of which to be paid to my said sister or her order during her life, and at her

death to be divided equally between my said niece and my said sister (should she survive my said sister)

The residue of all my estate, of every name and nature, real, personal and of every kind, I give and bequeath to the children, which I may leave, to be equally divided between them, for their own use forever. Provided however, that I hereby direct, that a sum equal to one half or two thirds of all the property, which may fall to the share of each and every one of my daughters, shall be placed or deposited in the aforesaid "Massachusetts Hospital Life Insurance Company," partly, and partly otherwise (as my said executors as aforesaid may think best) in trust for each of them during their lives; the interest or income only of which to be paid them or subject to their order, annually; and, at their decease, the principal to become the property of their children, or, in case they leave no child, to their legal heirs.

And I do hereby constitute and appoint and authorize my said wife, and my brothers Nathaniel Silsbee and Zach^r. B. Silsbee, and the survivors or survivor of them, my joint executors and executors of this my last will and testament.

And I hereby enjoin and recommend, that the above named executor and executors, and the survivors and survivor of them, become the guardians of my children during their minority. In testimony whereof I have hereunto set my hand and seal, this twenty first day of August one thousand eight hundred and thirty one.

signed, made and delivered, as his last will and testament by the testator, in our presence, and at

William Silsbee. Secy.

To the honorable *W. A. White* esquire,
 Judge of Probate for the County of Essex.

Pursuant to a warrant from your honor, we, the subscribers, the Committee therein named, having been first sworn, have made the following

INVENTORY AND APPRAISEMENT OF THE ESTATE OF

William Silsbee
 late of *Salem* in said County, *merchant* deceased, — testate, as shown to us by the *Administrators*

REAL ESTATE.

One and one third shares in Union building Salem \$ 970.00
One third house in Daniel street 233.00
 \$ 503.00

Personal estate.

<i>Household furniture</i>	\$ <u>1200.00</u>	\$ <u>1200.00</u>
<i>Five shares steamboat stock</i>	150.00	
<i>Two do Salem female school</i>	20.00	
<i>One do Salem Athenaeum</i>	10.00	
<i>Five do Suffolk manufacturing co. stock</i>	2300.00	
<i>Five do Lawrence do do Installments</i>		
	<i>paid in</i> } <u>1000.00</u>	<u>3180.00</u>
<i>Eighteen do Newmarket do do</i>	<u>14,400.00</u>	
<i>Eight do Salisbury do do</i>	8100.00	
<i>Twenty seven do Salem Laboratory company</i>	2970.00	
<i>Eight do East manufacturing company</i>	800.00	
<i>Twenty five do Botanic bank</i>	<u>1029.00</u>	<u>27,299.00</u>
<i>Twenty two do Dover bank</i>	1584.00	
<i>Fifteen do State bank</i>	900.00	
<i>Twenty eight do Merchants bank</i>	3990.00	
<i>Eight do Salem bank</i>	600.00	
<i>Twenty do Oriental insurance company</i>	<u>2000.00</u>	<u>9074.00</u>
<i>Three do Salem marine insurance do</i>	615.00	
<i>Twenty do Commercial do do with dividend</i>	2000.00	
<i>Nine do Merchants do do (balance)</i>	72.00	
<i>Fifteen do Social do do (balance)</i>	150.00	
<i>Ten do Atlas do do</i>	<u>750.00</u>	<u>3787.00</u>
<i>Eight do Union do do</i>	320.00	
<i>Goodwin and co note</i>	1120.00	
<i>One third of Dillons note</i>	622.22	
<i>One third Joseph Pratt note</i>	233.33	
<i>One do do do</i>	389.71	

1/20 of do	ship Eagle	do	2827	
1/20 of do	barth Madagascar	do	2895	20,664
1/20 of do	brig Rufes	do	3169	
1/20 of do	barth Olive	do	1277	
1/20 of merchandise adventure	in ship President		5679	
1/20 do	do	brig Stramon	708	
1/20 do	do	by S. Sanders 1832	484	
1/20 share received from Singapore			1046	12,753
1/20 share received from Siphon	pr Indiana		770	
1/20 share received from Naples			765	
1/20 of merchandise adventure	in ship Roma		386	
1/20 do	do	ship Dehelen	1284	
1/20 do	do	ship Fremont	1544	
1/20 do	do	ship Louise	555	58,211
1/20 do	do	brig Charlotte	18	
1/20 proceeds of adventure	ship Clifford Wagon		1500	
1/20 of wool from Malta	at Boston		127	
1/20 of balance due from S. Wright and co	of St. Petersburg		227	
1/20 of balance due in Batavia	for return duty on			
	ship Emperor		15	
1/20 of balance due in Batavia	for return duty on			
	brig Malay		244	2,158
1/20 of proportion of merchandise remaining of brig				
	Aspreys cargo		137	
1/20 of balance of proceeds of brig	Aspreys cargo		137	
1/20 of do	do	adventure bark Massachusetts	120	
1/20 of do	do	goods from S. Wright and co	952	
1/20 of do	do	do	brig Durling	247
1/20 of do	do	do	ship Sapphire	152
1/20 of do	do	do	S. Sanders 1830	870
				35,70
				\$ 76,258 11
1/20 of balance of proceeds of adventure	pr ship Timor		15	
1/20 of do	do	do	pr brig Olive	178
1/20 of do	do	do	pr ship Dolphin	110
1/20 interest in three whaling ships			915	
1/20 Grant and Daniels note	for wages		679 48	1927 18
				\$ 78,165 59

Brought forward	Amount of real estate,		\$ 603
	Amount of personal estate,		78,165 59
	TOTAL		\$ 78,768 62

States Bank, and was a director, either in Philadelphia or the Branch at Boston, until he before voting, as a Senator, for its re-charter.

conservative and whig through his long in both houses of Congress, he was looked ties for information on business subjects universal respect, and regret for his resig-

ceived from his constituents the compliment er.

ecesses of Congress his house at Salem Members from all parts of the Union, and ves of foreign governments who came to

days he took little active part in politics passed, for the most part, quietly at home."

his father's house on Daniels street and e mansion, which he built on the north-Pleasant and Briggs streets (No. 16 on nd owned by Mrs. E. D. Kimball), where

inshield, born 24 Sept., 1778, died 20 as dau. of George and Mary (Derby),

Salem (49 Nath^l, 41 W^m, 13 Nath^l, 3 Nath^l,

BORN.	DIED.	MARRIED.	
McB, 1779,	15 Jan'y, 1833,	14 Nov., 1808,	Mary Hodges.

BORN.	DIED.	MARRIED.	
July, 1810,	8 July, 1829,	22 Oct., 1840,	Eliz'h J. White.
May, 1813,	22 Feb., 1880,	21 M'ch, 1838,	Charlotte Lyman.
June, 1814,		30 M'ch, 1858,	Maria Woodward
Sept., 1816,		15 May, 1838,	Rebecca A. Dodge
			M. Fenollosa.
June, 1819,			John N. Mott.

81 William "was an active, intelligent and enterprising merchant, an upright and respected citizen and in all the relations of life esteemed, and his loss will be deeply felt and lamented." (Salem Register, 17 Jan., 1833.)

He lived in the Hodges' house on the eastern corner of Orange and Essex streets.

Mary. (Hodges) born 24 May, 1789, died 31 Aug., 1851, dau. of Benjamin, born ab' 1754, died 13 Apr., 1806, and Hannah (King).

84 ZACHARIAH F., Salem (49 Nath^l, 41 W^m, 13 Nath^l, 3 Nath^l, 1 Henry).

	BORN.	DIED.	MARRIED.
84 Zachariah Fowle,	9 Aug., 1783,	3 July, 1873,	27 Nov., 1810, Sarah Boardman.

They had

	BORN.	DIED.	MARRIED.
122 Francis Henry,	6 Sept., 1811,	19 Nov., 1848,	
123 John Boardman,	10 Apr., 1813,	1 Apr., 1867,	12 May, 1849, Martha Shepard.
124 Sarah Ann,	18 June, 1814,		19 M'ch, 1846, J. W. Peele.
125 Zachariah,	4 Sept., 1815,	27 Sept., 1815,	
126 Elizabeth,	29 Nov., 1816,	15 Sept., 1817,	
127 Elizabeth,	5 Dec., 1817,	3 Jan'y, 1821,	
128 Caroline,	24 Aug., 1819,		13 June, 1849, Wm. D. Pickman.
129 Mary B.,	3 Jan'y, 1821,		17 June, 1861, Rev. D. Clapp.
130 George Z.,	23 Jan'y, 1822,		16 Dec., 1852, E. S. Saltonstall.
131 Edward A.,	18 Dec., 1823,	soon.	
132 Edward A.,	19 Feb., 1825,		

84 Zachariah Fowle was, after retiring from the sea, always a resident of Salem. Was for many years engaged in foreign commerce with the firm of Stone, Silsbees and Pickman. "He had an uncommonly modest and retiring disposition, which, without doubt, deterred him from wishing to assume any prominent public position; but he filled several offices of trust—such as Trustee and President of the Salem Savings Bank, Director of the Merchants Bank and of the Newmarket

ame a citizen of the town of Milton,
in Boston."

ot Devereux, born 6 Feb., 1812, was

upied the house on the southerly cor-
l Andrew streets (No. 17 on chart of
e death of his father, whose house he
noval to Boston.

NINSHIELD, Salem (78 Nath^l, 49 Nath^l,
3 Nath^l, 1 Henry).

DIED. MARRIED.
, 1809, 21 May, 1839, Jared Sparks.

DIED. MARRIED.
, 1842, 25 June, 1842.
1845, 16 Nov., 1876, Benj. P. Moore.
1847, 20 Jan., 1874, Harriet A. Mason.
1849, 9 M'ch, 1876, Ed. C. Pickering.
, 1851.

n in Wellington, Conn., 10 May, 1789,
Mass., 14 M'ch, 1866. Was gradu-
llege, 1815. Unitarian pastor at Balti-
1819. McLean Professor of Ancient
y, Harvard College, 1839-1849. Pres-
llege 1849-52. See Hist. and Gen.

(78 Nath^l, 49 Nath^l, 40 W^m, 13 Nath^l,

and had son Frank H. Appleton (born
ried 2 June, 1874, Fanny R. Tappan.
rienne, born 14 M'ch, 1876) and, by
d, son Gurdon Saltonstall, born 15
1 May, 1878.

X 116 BENJAMIN H., Salem (81 W^m, 49 Nath^l, 41 W^m,
13 Nath^l, 3 Nath^l, 1 Henry).

BORN. DIED. MARRIED.
116 Benjamin H. 22 Feb., 1880, 22 Oct., 1840, Eliz^h J. White.
They had 162 Elizabeth W., 163 Margaret and 164 Francis.

"The death of this estimable gentleman, which occurred
on Sunday forenoon, in the 69th year of his age, leaves
a void in our community which will be widely and deeply
felt. Mr. Silsbee had long been one of our most valued,
respected and influential citizens. Descended on both
parental sides from the successful pioneers of American
commerce, he was born into the advantages of compe-
tency, a liberal education, and an assured social position.
To these advantages were added healthful natural tenden-
cies which preserved him from all evil influences, and car-
ried him through, from the beginning to the end, a pure
and exemplary life.

In his political and religious convictions Mr. Silsbee
was very firm, decided, and outspoken; and on no point
did he ever shrink from frankly declaring his convictions.
His religious faith and his parish church he loved, and
cherished their welfare with all his heart. His party
(the Republican), he supported earnestly in all that he
believed to be right, and as earnestly opposed whoever and
whatever seemed to be corrupting to its purity. He had,
however, a repugnance to the holding of political office, and
resisted the requests which were often made to him to
become a candidate. In our local charities he was always
prominent, and faithfully performed the important duties
which he had accepted in connection with many of them.

Mr. Silsbee had been out of health for nearly a year
past, but his final sickness was very brief, commencing
with pneumonia, one week previous. He was a son of

...n Silsbee, and graduated at Harvard Uni-
class of 1831, with the historian, John
y, Rev. John H. Morison, Wendell Phillips,
and other distinguished men.

Silsbee's graduation he entered upon a busi-
ness in the employ of the old firm of
& Pickman, of which the present firm is
supercargo in the famous old ship Borneo,
voyages, returning in 1838. In 1839 he
...n, which at about that period commenced
...n ships. He continued in active business
until his decease. He took a generous
... that appertained to the well-being of Salem.
...teen years he had been President of the
...arine Society, of which his grandfather,
...ges, was the first President. Mr. Silsbee
...ent of the Merchants' National Bank, the
...ompany, and of the Association for the
... and Destitute Women; and, until quite
...f the Salem Savings Bank, besides being
...he Newmarket and other manufacturing
...e was a member of the East (Unitarian)
...or many years was Superintendent of its
... He was a member of the Board of Al-
...59, and also at one time a very efficient
...e school committee. He had repeatedly
...to accept the candidacy for the office of
...ly declined the proffered honor." (Salem

...the eastern corner of Oliver and Brown

...is dau. of Rev. John White of Dedham,
...Deacon John White of Concord, Mass.,
...born 2 Dec., 1787. He was graduated at

Harvard College, 1805, ordained pastor of the Third
Church in Dedham 20 April, 1816, and died there
1 Feb., 1852.

117 WILLIAM, Trenton, New York (**81 W^m**, **49 Nath^l**,
41 W^m, **13 Nath^l**, **3 Nath^l**, **1 Henry**).

	BORN.	DIED.	MARRIED.
117 William,	17 May, 1813,		21 M'ch, 1838, Charlotte Lyman. 30 M'ch, 1858, Maria Woodward.

By Charlotte he had

	BORN.	DIED.	MARRIED.
165 Annie Jean,			
166 Henry Bellows,		in infancy.	
167 Joseph Lyman, 25 Nov., 1818,			5 June, 1875, Anna B. Sedgwick.

"117 William, H. C., 1832. Ordained at Walpole, N. H.
Seventh minister over the "Town Congregational Society,"
1 July, 1840. Resigned this ministry in 1842. Preached
successively in Newport, R. I., in Cabotville (now Chic-
opee), Mass., and in Troy, N. Y., for periods of five to
ten months each. From 1851 to 1853 taught a private
school in Cincinnati. In the summer of 1853 went to
Europe. Returned in September, 1854. In April, 1855,
accepted a call to the pastorate of the Second Congrega-
tional Church in Northampton, where he remained as
Pastor till May, 1863, when he resigned his charge.
From 1863 to 1867 resided in Cambridge. In 1868
(June 1st) was settled as minister of the "Reformed
Christian Church" in Trenton, New York, where he has
since remained.

Charlotte Lyman, daughter of Erastus and Rachel
(Hutchins) Lyman, was born at Norwich (now Hunting-
ton), Mass., Oct. 16, 1814, and died Nov. 29, 1848.

Maria P. Woodward, daughter of Samuel B. and
Maria (Porter) Woodward, was born in Wethersfield,
Conn., Aug. 3, 1826."

use with a clock set into the arch

A-11



HODGES-MOTT c. 1811/12; 1840/41

between Oliver and Winter streets

1841, the White-Silsbee/Hodges-Mott
 noted students of architecture because of
 Federal decorative detail. Situated on
 this rambling three-story brick structure
 adjoining residences.

of the dwellings at number 33 (for-
 built for Joseph White, Jr., the brother
 tells us that the contractor was
 also the builder of Stephen's house (c.
 After Joseph's death in 1816, his wife
 31, when the property was sold to the
 880. For a time the house served as a
 e Church, but then in 1924 passed to
 til 1969. L-shaped in plan, the house
 a low hipped roof, a cornice with ball
 ow lintels with beaded keystones, and a
 ith a plain entablature and Ionic col-

umns. Above the porch is a full-length window seldom seen in a house of this period.

The east (right) house at number 35 was built for the Misses Hannah and Betsy Hodges c. 1840/41. Hannah acquired the house outright in 1851, and after her death it was purchased by John N. Mott in 1871. The Motts retained ownership until 1924 at which time it (along with number 33) was bought by the Clarks, the owners until 1969. Rectangular in plan, this dwelling possesses the same general embellishment as number 35, including the main south doorway and porch, save for the reproduction balustrade. The off-center placement of the doorway gives the Salem Common side of the entire structure a balanced, unified appearance. In the yard behind is a two-story, hipped-roof brick carriagehouse which was probably raised at the same time as number 33.

A-12



A-12 JOSEPH STORY HOUSE

1811

26 Winter Street facing Washington Square North
 NHL; NR; WSHD

This large, somewhat modified Federal-period dwelling was erected in 1811 for Judge Joseph Story, the highly esteemed United States congressman, associate justice of the United States Supreme Court, and a founder of the Harvard Law School where he became the first Dane Professor. Steeped in history, the house was the scene of receptions for many dignitaries, including President James Monroe in 1817 and the Marquis de Lafayette in 1824. In 1819 it was the birthplace of Judge Story's son, William Wetmore Story, the noted